

KALAMAZOO ANTIQUE



Arc and Spark



1903 Kalamazoo
by Michigan Buggy
Logo Designed by Norm Knight

AUTO RESTORERS CLUB

VOLUME XLIX; NO. 8

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1938 Plymouth Sedan

Photo by Jack Bowen

Visit us at www.kaarc.org

PRESIDENT

Jim Holland Jr. 269 377-7756
jholland@alta-tech.com

TREASURER

Gary Hawkins • 269-496-9596 •
ghawk8066@aol.com

WINTER SWAP MEET

Rich Salvaggio 269 381-0510
zootownjeepguy@charter.net

Sibella Richardson
2695694391

Gary Willoughby 269-323-9532
grwillou@aol.com

MEMBERSHIP REGISTRAR

Peggy Toothman
611 2nd Street
Plainwell, MI 49080
269-685-8434



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Stan Rakowski 269 375-3669
sdrakow2@aol.com

Newsletter Editor: John McLellan

jmclellan75@comcast.net

VICE-PRESIDENT

Don Gladstone 269 382-7002
jadekazoo@aol.com

SECRETARY

Ted McFarlen 269 349-0933
Regalman75@yahoo.com

RED BARN SPECTACULAR
Jim Holland, Jr. 269 377-7756

John Lacko 269-344-4764
jalacko@aol.com

Ryan Hawkins 269 506-0865
rhawkins1980@gmail.com

INSIGNIA & APPAREL

Steve & Kalli Inman
8980 East EF Ave.
Richland, MI 49083
269-629-5383

THE KAARC MEETS AT 7:00 PM THE THIRD TUESDAY OF EVERY MONTH AT ZION EVANGELICAL LUTHERAN CHURCH 2122 BRONSON BLVD., KALAMAZOO, MI except for the JUNE meeting/club picnic which is held at the Gilmore Car Museum, Hickory Corners, MI.

ON OUR COVER: KEITH BOWEN'S 1938 PLYMOUTH SEDAN

CLUB NOTES: Intercepted Emails Regarding WMU's Sunseeker at August Meeting

On Aug 3, 2015, at 7:57 AM, Bryan Thomas Harris <bryan.t.harris@wmich.edu> wrote:

Good Morning Jim,

I wanted to follow up on a couple of details for the KAARC meeting that Sunseeker is coming to. The meeting is on the 18th correct? From your website it says the meeting starts at 7:00 PM. Can we show up early to set up the car and make sure everything is going to work for the presentation?

I also wanted to verify that this is the correct address, Zion Lutheran Church 2122 Bronson Blvd, Kalamazoo, MI 49008.

Am I remembering correctly that for the presentations, they are usually a half hour with about 15 minutes of questions? Also, would it be alright if I brought a few members of the team?

Thank you for the opportunity to come out to one of your meetings and thank you for having us at the Red Barn Spectacular.

Best Regards,

Bryan Harris

Bryan,

Thanks for being our August speaker. Yes the 18th at 7:00 is our meeting. You have the right address. We typically go until 8:00-8:15 then have a presentation. Having it in our parking lot might be getting a bit dark by then. So lets have the presentation first then the meeting.

Best Regards,

Jim Holland

THE WESTNEDGE RIDGE & KRAMER (ONLY) OFFERS A 10% DISCOUNT TO KAARC MEMBERS.

MINUTES OF THE JULY 2015 KAARC MEETING

The July meeting was our annual picnic, held at the Gilmore Car Museum. A fine summer evening of good food, friendship and beautiful cars was enjoyed by all who attended. Club board members did the grilling and Mr. and Mrs. Jim Holland did the organizing.

After the meal, Jim Holland called an abbreviated meeting to order primarily to go over the final details pertaining to the upcoming Red Barns Spectacular.

Callie Inman passed out shirts to those volunteers who still needed them.

The evening came to an end and all headed out, knowing that they would return in a week and a half for the Red Barn event.

COVER CAR FOR AUGUST

Grandfather knows best; Jack Bowen involves a new generation.

by Jack Bowen

When my grandson, Keith, turned 15, I asked him what kind of car he wanted. "Not sure," was his answer. I happened to see a 1938 Plymouth for sale in Battle Creek. The next day we went to see it, without telling his dad and mom where we were going.

Looking at the car, it did not look too bad. No interior, and some body work had been done. It had a 350 Chevy, 400 transmission, '57 Chevy rear end and the engine sounded good. It was driveable, but not highway driveable. He said he wanted it, we paid for it, and picked it up the next day.

My son was not too happy about how much work it would take to finish it, but Keith's mom just said it "looked a little rough."

Being a body man, I had to gridn out some of the body work to see what kind of work they had done. I found Bondo over rusted out dog eggs, the panel below the trunk lid was a mess, about 3" thick, and the trunk lid had about two gallons of Bondo in a large center dent. I did not feel quite so good now.

After about three weeks of Keith (I told him he had to help work on it) and I forming parts and welding it looked better. After we sandblasted the whole car, we found about ten pounds of lead in the rear of the front fenders. More work, also new running boards

had to be made. Finally, all in primer, Keith had the job of brushing the complete underside with Lizard Skin.

We added all new fluid lines, gas tank, disc brakes, aluminum radiator, electric fan, new exhaust and a new windshield wiper system, but we still needed interior parts.

We found front bucket seats, bench rear seat, floor shifter and new gauges. Still a couple of weeks of wiring were needed. We had new windshield and side glass cut, put in electric and manual safety rear door locks, added a hear, new wheels, tires and a radio. We had to make all the trim panels and cover them. We acquired a headliner from J.C. Whitley and never did get the piece of junk to fit correctly.

About one month after Keith turned 16, we had it done. Keith now had a car he could call his own. I actually thought he would wreck it or sell it within a year or so, but I was wrong. Keith turned out to be a jet aircraft mechanic, now working for Delta at the Detroit airport. He had bought a house with a nice work shop in back so he can store his car (it has always been stored winters) and claims he will keep it forever.

Can't get any better than that, but I wish he lived closer to me so he could now help me with my projects.

WINNERS AT THE ARCADIA DAZE CAR SHOW

Stan Rakowski provided us with the list of winners at the Arcadia Daze Auto Show:

Bob & Sue Anderson--1968 Mustang California Special Convertible

Rich & Chris Saddler--1948 Jeepster Convertible

Steve & Suzy Saddler--1973 VW Baja

Stan & Del Rakowski--1980 Pontiac Yellow Bird

The KAARC also received an award--3 years running-for the most participants

DOOR PRIZE WINNERS

AI & Judy Alexander and Stan & Del Rakowski

RED BARNES SPECTACULAR, 2015

Photos and Article by David Lyon

The Red Barns Spectacular always attracts some special vehicles that are seldom seen at other venues. The first surprise was a 1948 Tucker recently completed in Brian Joseph's shop in Troy MI with the fabrication of the roof, the floor and two rear doors. These three pieces were the only components that could not be found since the Tucker bankruptcy auction in 1950. The car is owned by John Schuler of Aurora, Indiana and is the most recent and probably the last of the Tuckers to be built from NOS parts. Originally, 37 were built and sold from the factory and another 13 were completed by employees after the factory was shuttered.

The second surprise, a 1958 Edsel Pacer convertible, won Best of Show. It is a rare example, as only 914 Edsel Pacer convertibles were built during the 1958 production year. The car is finished in Sunset Coral, a correct designated color for this model.

The third surprise was a 1938 Chrysler, which won Honors in Class #2. This car was intended to replace and revive the company's reputation after several years of the Airflow. It was designed by famed designer Ray Dietrich, a former member of the KAARC in the 1960s. Only 767 of these convertibles were built.

A beautifully restored 1929 Essex won the "Gilmore Award." While production numbers for this car are not available, the survival rate is estimated to be low. The filigree finish on the nickle door handles and lap robe connectors is impressive, and the matching design on the radiator cap and the hubcap is the finishing touch to the design details. Some enthusiasts consider the Essex as cheap, but these details place the car above many 1929 models.

A 1939 Ford convertible coupe was selected for the "Museum Director's Award" and a Dodge Charger (not shown) was selected for the "KAARC President's Award". The "Historic Car Award," which is intended to recognize a car with a special heritage was given to a 1924 Rollin. The Rollin was built in Cleveland, Ohio in 1924 and 1925 and only four are known to survive. Rolls Royce successfully sued the company for using an "R" similar to the Rolls "R" on its radiator badge.

While hot rods were present in substantial numbers, a traditional Ford T Bucket finished in the original style, which seems to reflect the current trend, gathered much attention from spectators. The car offered an interesting comparison to the 1915 Ford Speedster with an Ames boy. This car won class #1 and was shown by A J Eyre, the youngest exhibitor on the field.

The military presence at the show was most impressive. The 1942 half track, a vehicle which served as a primary troop carrier during World War II, but is no longer included the military arsenal, was probably the most rare specimen. After close inspection, one spectator drew back and commented "It's kinda scary." The ubiquitous Jeep, the vehicle that won World War II, is always "over powered," but never "over whelmed" by the larger machinery. The group that preserves these impressive historic vehicles deserves our gratitude and a gracious welcome to the Red Barns show.

Photos:

1. 1948 Tucker - Surprise guest
2. 1958 Edsel - Best in Show
3. 1938 Chrysler Convertible
4. 1929 Essex - Gilmore Award
5. 1939 Ford - Director's Award
6. 1924 Rollin - Historic Car Award
7. T-Bucket Roadster
8. 1915 Model T Speedster
9. 1953 Jeep
10. 1942 Military Half-Track



Tucker #1052 the last car to be built from Tucker parts



1958 Edsel - Best in Show



1938 Chrysler by Raymond Dietrick



1929 Essex Gilmore Award



1939 Ford Director's Award



1924 Rollin Historic Caeward



1953 Jeep



1942 Half Track

RED BARN SPECTACULAR PHOTOS

by John Lacko



SELL AND SWAP

For Sale: 1997 Chevy S-10 pickup, deluxe package, 79,000 miles, stored last two years. Call Ted McFarlen

For Sale: 1955 Ford T-Bird--contact Mert Frost 269-375-5918 Car was originally bought from Bernie Deaton.

For Sale: 2003 Trailblazer, 160,000 miles, needs fuel pump. \$3,000 or best offer. Dale Wells 269 375-4844

Wanted: 1926-27 Ford Model T drive train, what have you got? Doug McFarlen, 269 873-4509

For Sale: Model-T parts---prices reduced, call 382-5696, ask for Wes

For Sale: 1960 Cushman Eagle, restored, turquoise paint, rebuilt engine, electric start. \$5800.00 Call Jack Myers, 269 344-2624

For Sale: 1971 Monte Carlo, good daily driver, 350 cu. in., 2-barrel, mileage unknown. Asking \$5800.00. Looks and drives nice. Call 269 214-8271

For Sale: 2001 Porsche Boxter, new tires & more. Call 269 207-3090

For Sale: I still have my 1931 Chevrolet 2 Dr. Sedan, Many new and used parts - new upholstery, two (2) bodies, two (2) sets of bumpers. Ken Maxam, 269 330-5362

For Sale: 1953 MG TD Roadster, project, good body, 95% complete, clear title. \$4.500. Dan 269 330-9407

For Sale: Pickup load of 1929 Model A Parts, front fenders, pair of splash aprons, pair of bumpers, more. Doug McFarlen 269 345-5667

For Sale: 1965 Imperial 4 Dr. Hardtop, one of only 2,100 made. 413 engine. \$4,000. Call Joe McDaniel 269 355-1937

For Sale: 1928 Ford Model A Roadster, restored; 1953 Ford Convertible, restored. Three Rivers. Call 269 279-7845

For Sale: 1953 Studebaker-- Contact Bob Spears at 313-846-6615.

For Sale: 2005 Mercury Grand Marquis 4 Dr., 80,000 miles, Florida car, well maintained, fantastic shape. \$8,688.00. Trades welcome. T.W. Lane 269 344-5555

For Sale: 2006 Mercury Milan Premier, Florida car, low, low 36,000 miles, one owner, you can't find them like this! \$10,950. T.W. Lane 269 344-5555

For Sale: 1992 Jaguar XJ Sovereign 4Dr., 6 cylinder, Brooklands Green, Barley leather interior, 67,000 original miles, original paint, interior, engine, trans., Gold Key Lease from new, not driven in winter or bad weather. \$8,100. Trades welcome. T.W. Lane 269 344-5555

For Sale: 24 Chrysler vehicles. Some restored, some for parts or restoration. Call T.W. Lane for information. 269 344-5555

For Sale: 1962 Dodge Lancer 770 Station Wagon With Parts. \$5500.00. T.W. Lane 269 344-5555

For Sale: 1941 Buick Special convert., original, but repainted. \$26,500.00 T.W. Lane 269 344-5555

For Sale: 1959 Ford Sunliner convertible; T.W. Lane 269 344-5555.

For Sale: 1956 Chevy Bel Air 2 Dr. Hardtop. T.W. Lane 269 344-5555

HOMETOWN AUTOMOTIVE, LLC
5317 E. MICHIGAN AVENUE
KALAMAZOO, MICHIGAN 49048
269 343-7533

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